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HONOLULU, HAWAII TERRITORY, MONDAY, DECEMBER 29, 1902.

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SHORE END OF PACIFIC CABLE LAID IN FINE STYLE AND IN PRESENCE OF A GREAT THrong WHICH GREETs WITH CHEERS ELECTRIC BOND

Rough Weather Prevents Work at the End of Deep Sea Line and Ship Stops Off Waikiki and Makes a Haul of the Armored Link to the Beach.

After Hours of Preparation the Work Is Carried on Quickly and Successfully, Not a Single Hitch Marring the Hours Labor of Bringing Ashore the End of the Rock Cable---Connections May Be Completed Today if Weather Will Permit Working.

STRETCHING its black length across the sands and into the sea, the shore end of the Commercial Pacific Cable was laid yesterday in the presence of several thousand people whose cheers upon the safe landing of the heavily armored line resounded through the tropical shrubbery of the always famous surroundings.

After hours of waiting, after calculations and counter calculations, after changes in methods and final recourse to shore power for the hauling, the rock cable which will rest amid the coral sands of Kapua harbor was pulled into place in one hour's time last evening. The great red sun looked out from beneath heavy gray lids, before dropping to a night's rest behind the western edge of the hemisphere just long enough to see the wonder that had been wrought during the darkening hours, when, with wind and rain and half light only, the consummation of the local work was achieved.

The laying of the half mile of heavy cable, constructed with manifold wrappings of iron wire, which is laid about the core in spiral stretches to prevent the chafing against the rocks or coral of the beach from cutting through and wearing out the conductor, was accomplished with utmost ease and perfect control of the forces which were handled in the task. Contrary to all expectation, the cable ship was able to come up within a half mile of the beach, where, with nine fathoms beneath the keelson the vessel still swings, waiting for the time when the weather will moderate so that the work of completing the cable will be possible, or the winds keeping up will necessitate the stretching of the three miles of heavy strand, the placing of buoys, and seeking refuge inside the harbor as before.

The work was accomplished in the presence of such a crowd of Honolulu people as has seldom gathered. It was a most cosmopolitan assemblage, not such a one as is seen in the drawing rooms, entirely, nor one made up entirely of the men of office and counting room. Every profession and calling was represented in the crowds which settled upon the fences and walls lining the cable house enclosure, and the beach for a long distance on each side.

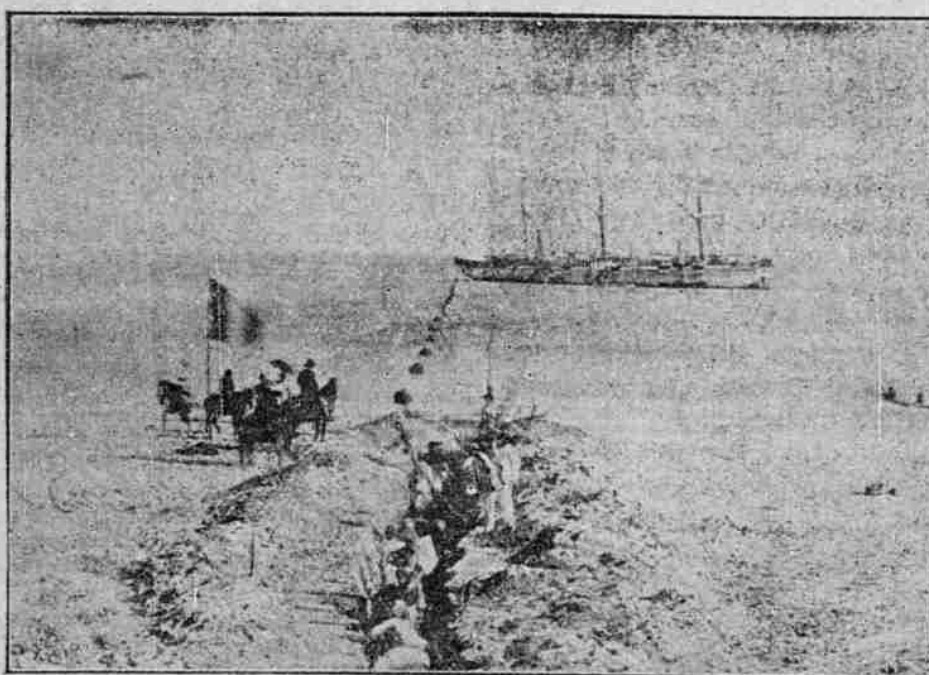
The men were not outnumbered by the ladies, who braved the weather to look with interest upon the bringing of the tangible evidence of speedy over-sea communication and joining their voices and applause to the volume of acclaim which resounded when the hawser which did the pulling brought the four inch conductor, and then in a few seconds the great length laid alone on the ground, there to be guarded until it is placed within the cable hut and connected with the underground, which will complete the local joinings. The crowd was a hot-

day one and bore the waiting with equanimity. The shore was crowded, not only at the F. M. Hatch premises, which were used by the cable company as a reception point, but as well along the Irwin place, and above as far as the Castle premises.

Nor was all the crowding in of spectators done on the land. The ocean held its share of the onlookers. Canoes, small boats, and every kind of float was there ready for enjoyment, and furnishing excellent points of vantage from which the occupants could view the events of the day. Almost every well-known canoe along the beach was in the lagoon close to shore when the work began, and it fell to one of these craft to carry the end of the line which furnished the pulling connection from launch to shore. Cameras were there in numbers beyond counting, but the returns will be small, owing to the fact that a heavy rainfall dulled the closing of the afternoon's work, and the most interesting of all the events took place after the light had gone so low that nothing could be secured, even from long exposures.

The decision to send the Silvertown out yesterday morning was reached Saturday after it was found that sufficient coal had been taken to make the ship steady, and the prospect seemed to be that better weather was in prospect. So it was that before 7 o'clock yesterday morning the vessel pulled away from the dock and straightened out for Diamond Head. It had been determined that the first work to be

done would be the making of the trip across the channel to the dropped end of the deep sea line, which would be picked up and the intermediate cable spliced on, and then the cable would be laid to the shore here, the work being completed as rapidly as possible. But it took no more than the merest

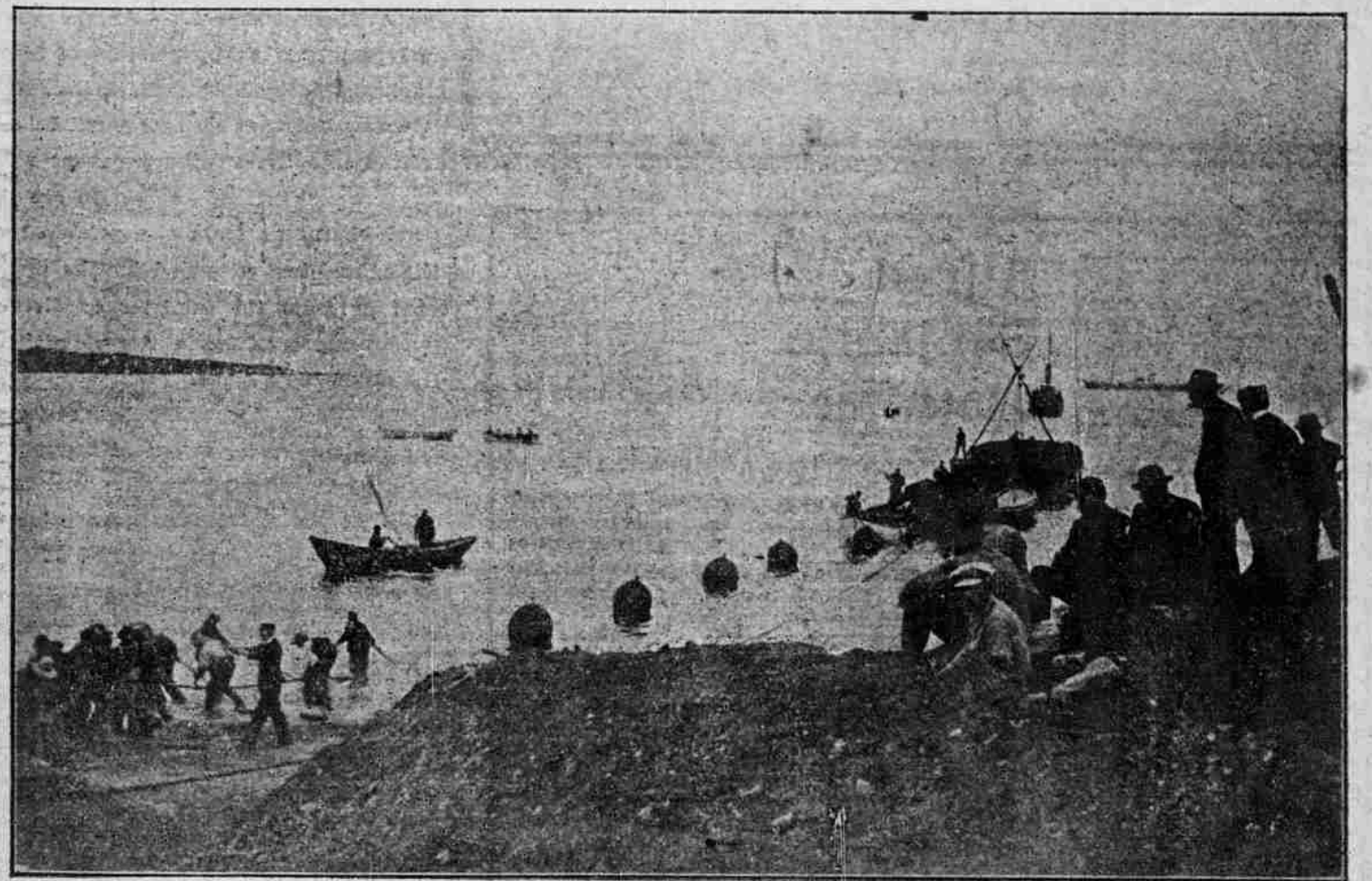


S. S. Silvertown Landing Cable Shore End When British Line Was Laid.

look at the sea in the channel to tell the men on board that it would be unwise to attempt to work with cables aboard ship in the sea which was running at the windward end of the passage. The white caps indicated some rather troublesome rolls over there, and within an hour of the time that the lines were cast off and the ship

went out, anchor had been cast at Waikiki and preparations were under way for the putting out of the rock cable.

The moment the anchor had rattled down to the coral bed Pilot Lorenzen was getting ready to take Chief Officer A. A. Troan and Assistant Hydrographer R. G. Wood over the old



Landing a Shore End of Cable on the British Line.

course for the cable landing, with the hope of finding a perfect entrance. The pilot boat traveled about for some time and then a couple of buoys were dropped, one bearing aloft a red and the other a blue flag, and the two marking the line which furnishes the best approach to the Kapua landing. The boat then returned to the ship and after a long delay a launch of Young's, which had come upon the scene for the purpose of keeping in touch with what was going on, brought off Chief Engineer Benest and Engineers H. P. Daly and H. Raymond Barker. It was now 9 o'clock, and the prospect was that the end might be had before lunch.

Plans had been made for the landing of the line today, and the consequence was that there were no preparations for work yesterday. Contractor Lord was even then at work fitting up the donkey engine for the Public Works Department, having worked all night upon it, and nothing was done to assist in the landing. Then, too, there was not a telephone in the neighborhood that could be used, and consequently it was necessary for Mr. Benest to run down town before he could be sure that arrangements as to the

quick work would stand, and it was noon before workmen could be gathered.

Meanwhile, the presence of the ship off the beach was the signal for the gathering of the people and they came in crowds, even when they found that it might be hours before their curiosity was satisfied.

With growing crowds ashore and nothing done, the time passed until 1 o'clock, and then the launch brought in two great sheaves, but that was all. On the ship, however, there was pronounced activity. The fact that the engineers had determined to go out and lay the channel end first had caused the re-running of the cable on Saturday. Everything was prepared. But the change of plans made necessary a new running of the conductors. When the intermediate cable, 32 miles in length, had been put in on top of the rock end of three miles in length, there had to be a rearrangement, and the men of the ship spent the hours while the shore arrangements were being made in getting the line in the fore tank into the new order, the intermediate being coiled in the main tank, and the rock end left in the fore.

While it was in doubt if the donkey engine could be made immediately available anchors were put down for the holding of the great blocks which would enable the ship itself to handle the cable, by sending a hawser on shore and pulling from the ship. But before these could be used the engine came, and at 3:30 o'clock a blue flag was raised on the staff, saying to the ship "All clear." There was a little waiting, and soon the hundreds who had gathered as a result of the invitation conveyed by the blowing of the agreed signal of the fire whistle saw the Young launch tow two life boats from the ship. A leading line was passed to a waiting workman through a canoe, and then the hawser was paid out from the boats, five lengths, or 650 fathoms, being used.

Again a little waiting, and the signals from the ship told of the readiness for action, and the line began to tighten and draw. On the bow of the Silvertown appeared what seemed like a small black balloon, the strand grew heavier, and then, as the buoy touched the water, it was seen that the cable had started ashore. Every ten yards one of the balloon buoys was attached, and these kept the entire length of cable afloat, the launch keeping ahead of the cable, the hawser across the deck, so as to hold the line against the drawing of the tide toward the east. Chief Engineer Benest was in this launch, while chief inspector for the company, Captain Pattison, was rowed about in a whale boat, looking after the shape in which the wire was going ashore. It was just 4:40 o'clock when the cable started, and exactly one hour later the end had come to the beach, while dotting the water clear out to



(Photo by Davey.)

SCENE FROM "IN HONOR BOUND" TO BE PRESENTED AT THE OPERA HOUSE TOMORROW EVENING.

Tomorrow evening at the Opera House the long-expected productions of "In Honor Bound," and "My Turn Next," and the Florodora Sextette will be presented to the Honolulu public under the auspices of the Kilohana Art League's Dramatic circle. The sale of tickets has been most gratifying to the managers and the initial performance will no doubt be witnessed by a very large and dressy audience, as society will turn out in force. From the manner in which the participants have acquitted themselves at the rehearsals the productions will be creditably given. The accompanying illustration gives a scene from "In Honor Bound," which is to be presented by Mr. W. D. Adams, Mrs. F. Howard Humphris, Dr. Humphris and Miss Edna Kelley. The cast in "My Turn Next" is Mrs. W. M. Graham, Miss Hartnagle, Miss Ward, Messrs. George C. Potter, Allan Dunn and Robert W. Shingle.

(Continued on Page 4.)